STREETS DRIVING ECONOMIC DEVELOPMENT AND COMMUNITY REVITALIZATION



DOWNTOWN AND HISTORIC PRESERVATION CONFERENCE



Transportation Investment for Economic Revitalization

Downtown and Historic Preservation Conference

June 5, 2015

ROI Methodology & Analysis

Typical Benefits & Costs

Benefits	Costs	
Travel time savings	Capital costs	
Vehicle operating cost savings	Major rehabilitation costs	
Safety benefits	Routine annual maintenance costs	
	Remaining capital value	

Benefit & Cost Factors (PRISM)

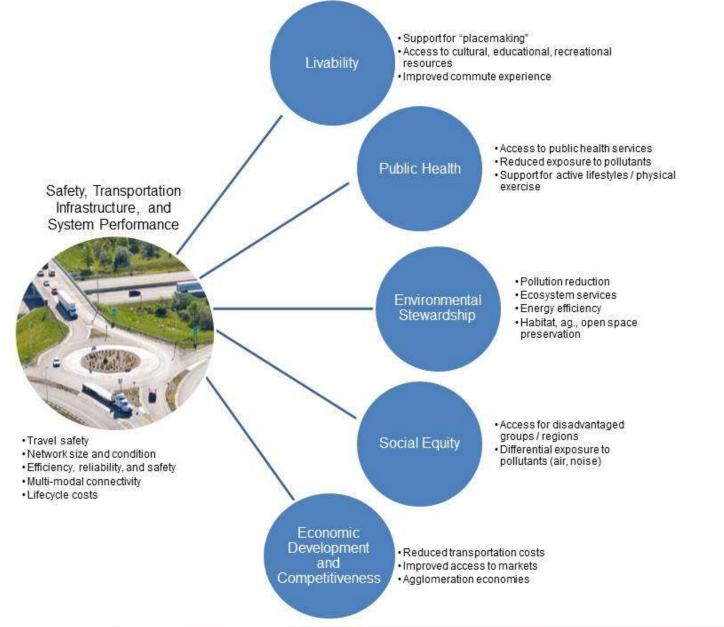
Social	Economic	Environmental
 Safety Bicycle/Pedestrian Health Effects Noise 	 Travel Time Travel Time Reliability Vehicle Operating Costs Life Cycle Costs Loss of Agricultural Land 	 Emission (CO₂ + Criteria Pollutants) Wetland Effects Runoff

ROI Methodology & Analysis

Which kinds of projects and programs offer the highest ROI?

ROI Category	Average Investment (millions)	ROI Point Estimate	Low/High ROI Range
Safety-Spot Improvement at High-Risk Locations	\$1,240	4.1	2.2 to 6.6
Pavement Preservation-Corridor	\$2,641	2.0	1.4 to 2.8
Pavement Reconstruction-Corridor	\$394	0.9	0.4 to 1.5
Pavement Reconstruction-Urban/Main Street	\$683	1.4	0.6 to 2.5
Bridge-Repair	\$622	1.5	1.1 to 1.9
Bridge-Replacement	\$1,451	1.0	0.4 to 1.8
Congestion Mitigation-General	\$1,351	5.5	2.5 to 9.6
Capacity Development	\$2,392	1.2	0.6 to 2.0
Active Traffic Management (ATM)	\$193	8.9	6.7 to 12.0
MnPASS	\$1,544	3.5	2.3 to 5.1
Total	\$12,510	2.5	2.0 to 3.2







Selected MnDOT "Test Case" Projects

• Downtown Red Wing Main Street/US 61 "Complete Streets": Multiple improvements to section of US 61 in downtown Red Wing that support multi-modal accessibility, safety, economic development, and the environment.



Red Wing Main "Complete Streets" Project Context

- .7 mile segment of Hwy 61 (aka Main St.) is poorly configured and unsafe
- Serves as the primary transportation corridor through a thriving downtown, that is:
 - A unique, historic tourist destination
 - Linked to nearby residential and recreational amenities





Red Wing "Complete Streets" Project Area



Making Neighborhoods Great Together

Red Wing Main "Complete Streets" Project Components

\$5.4 million joint MnDOT/City investment includes:

- Pavement reconstruction and utilities replacement
- New median islands, ADA facilities, bike/ped amenities (bump-outs, seating, waste receptacles, bike racks)
- Closure of 12 driveway accesses, narrowing overall roadway
- Mid-block pedestrian crossings, including median refuge and HAWK signal system



ESTIMATED MONETIZED IMPACTS FROM RED WING MAIN STREET IMPROVEMENTS

\$5.4 million

Savings from improved travel safety

\$2.4 million

Savings from reduced travel time

\$626,000

Savings from improved travel reliability

\$722,000

Savings from reduced stormwater runoff

\$1.6 million

Value of health benefits from increased biking and walking

\$1.9 million

Livability benefits from improved access to amenities



What do communities get for their investments in Complete Streets projects?

To answer this question, Safer Streets, Stronger Economies:

- Analyzed 37 built Complete Streets projects on their transportation performance using before-and-after data
- Examined a subset of projects w. economic data (more limited)
 - Compared to citywide trends & "control" corridors (where possible)
- Projected cost-savings from averted collisions using USDOT methods





Millwork District, Dubuque IA

Population: 58,155 • Complete Streets policy: 2011 • Cost: \$6.7m



- Narrowed travel lanes
- Replaced sidewalks
- Installed curb extensions
- Added mid-block crossings
- Painted "sharrows"
- Enhanced streetscape

Outcomes

- Driving: 1,416%
- Bicycling: 273% ↑
- Walking: 23%
- 75% fewer crashes
- 80% fewer injuries
- \$34 million in private investment



Population: 1,315 • Complete Streets policy: 2011 • Cost: \$300,000

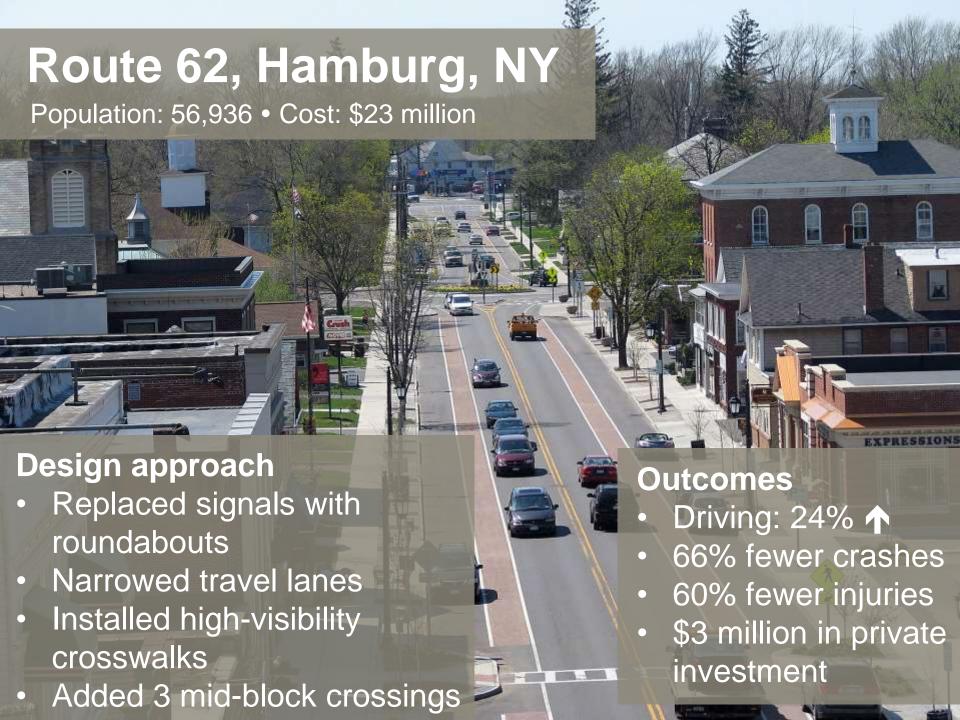


Design approach

- Removed signals
- Installed curb extensions
- Enhanced streetscape with benches and lighting

Outcomes

- ▶ Driving: 1% ♠
- 24% fewer crashes
- 53% fewer injuries
- \$500,000 in private investment
- 10 new businesses
- 55 new jobs
- More visitors



Third Street, Lee's Summit, MO

Population: 93,184 • Complete Streets policy: 2010 • Cost: \$10.5 million

Design approach

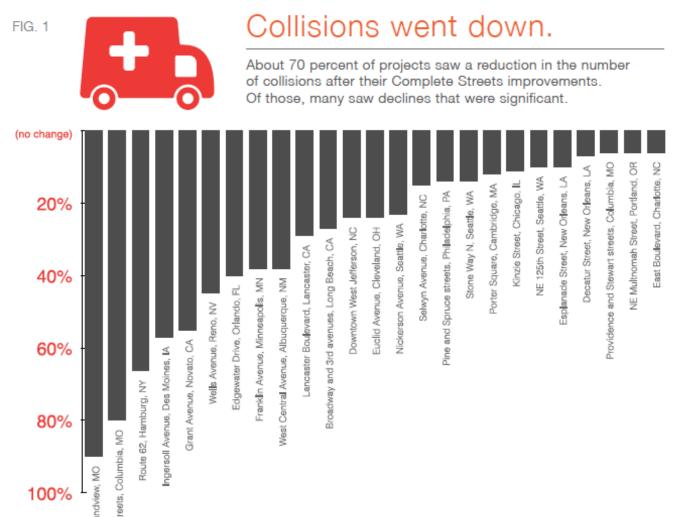
- Upgraded sidewalks
- Added "bump-outs"
- Installed streetlights, benches and planters

Outcomes

- Driving: 13%
- 33% fewer injuries
- \$3.5 million in private investment
- 10 net new businesses
- 58 net new jobs



Safer streets for people using them



- Collisions fell in about 70 percent of projects.
- Injuries fell in about 56 percent of projects.

...and these safer conditions saved money.

Every avoided collisions produces cost-savings for individuals.

 For individual projects, these savings alone can justify the cost of these improvements.







Within our sample,
Complete Streets
improvements
collectively
averted

\$18.1 million in collision costs in 1 year.





Streets that encouraged multimodal travel













Streets that were affordable

- Nearly 75 percent of the projects cost less than the average "normal-cost" arterial.
- Nearly all the projects cost less than the average "high-cost" arterial.



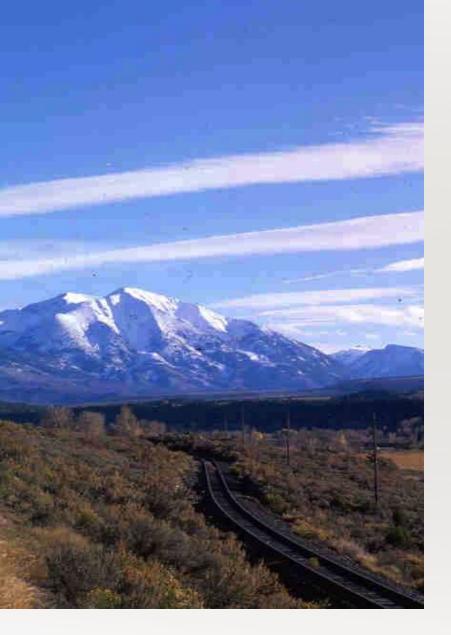
Streets that supported local economic strategies

Communities reported:

- Higher employment and property values, often outpacing similar unimproved corridors and citywide trends;
- Net new businesses along 6 projects;
- Higher retail sales in 4 projects; and
- Private investment along 8 projects.







Roaring Fork Transit & Trail Project



"Our studies indicate that by the time the four-lane is finished, the Roaring Fork will need a six-lane."

Dr. Ray Chamberlain Former Executive Director, CDOT



Overview of the Roaring Fork Transportation Authority





Overview of the Roaring Fork Transportation Authority

RFTA:

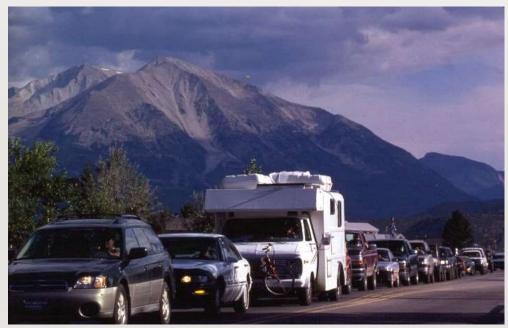
- 2nd Largest public transit system in Colorado after Denver RTD
- Believed to be the largest rural public transit system in the U.S.
- 1st Rural BRT System in the U.S.

2011 Information:

- 4.14 million passengers
- > 3.68 million miles of service
- 250 employees during peak winter season
- 100 large transit vehicles
- > \$31.8 million budget
- > 70-mile corridor
 - Aspen to Glenwood Springs
 - Glenwood Springs to Rifle
- 34-mile Rio Grande Rail Corridor and Trail









- Most congested rural highway in Colorado
- RFTA at capacity
- Air quality impacted
- Quality of life at risk
- Tourist economy threatened
- Regional shortage of affordable housing
- Longer commutes



- Transit is key to moving more people on existing CDOT and local roads
- Transit is key to expanding access & reducing congestion with limited funding



- The region supports and uses transit - RFTA per capita ridership is two to three times that of RTD
- Rural Transportation
 Authority formed on first try, incorporating 7
 jurisdictions



VelociRFTA BRT Cost / Funding

- FTA Very Small Starts Program
 - Projects up to \$50 million
 - Maximum \$25 million FTA share
- Project Financing:
 - Est. Project Cost = \$46.2m
 - FTA share = \$24.97m (54%)
 - RFTA share = \$21.23m (46%)
- Status of FTA Funding
 - FY2010 \$810k Awarded
 - FY2011 \$24.16m Awarded
- Regional voters approved a sales tax increase and bonding capacity in 2008
- RFTA issued bonds in 2009





Transit Priority Measures

- Transit Signal Priority
 (TSP) at congested
 intersections
- Queue Bypass Lanes at congested intersections
- Use of Existing
 Bus/HOV & Exclusive
 Bus lanes







BRT Service Plan

Span of Service – at least 14 hours each weekday

Mid-Day Evening

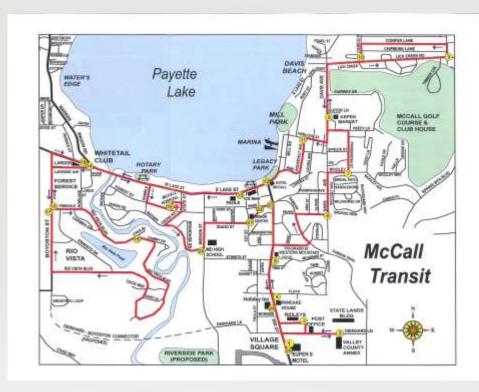
Morning Peak every 10 minutes every 15 minutes Afternoon Peak every 10 minutes every 15 minutes

- Approximately 1-hour travel time between Glenwood Springs and Aspen
- Local valley bus service to continue every 30 minutes
- BRT service levels may be modified during the offseason and according to demand



McCall Transit

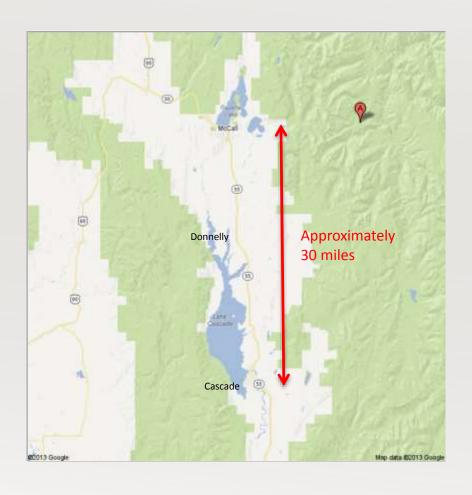
- Fare free public transportation for the City of McCall
- 25-30,000 ridership
- 7:00am to 7:00pm
- 7 Days a Week
- Operating scenario
 - Regular route and schedule
 - Flag stop system; anyone who needs to use the service may flag the bus anywhere along the route where it is safe to do so
 - Route deviation to all patrons up to 3/4 mile from the published route





Mountain Community Transit

- McCall to Lake Fork, Donnelly, Cascade and back
- 25-30,000 ridership
- Monday through Friday
 - Peak hour service
 - 6:00 am to 6:20 pm
- Fares
 - Single trip \$1 to \$2
 - Day pass \$1 to \$3
 - Monthly pass \$24 to \$48
 - Discounts for students, seniors
- MCT does not operate Thanksgiving, Christmas and New Year's Day.





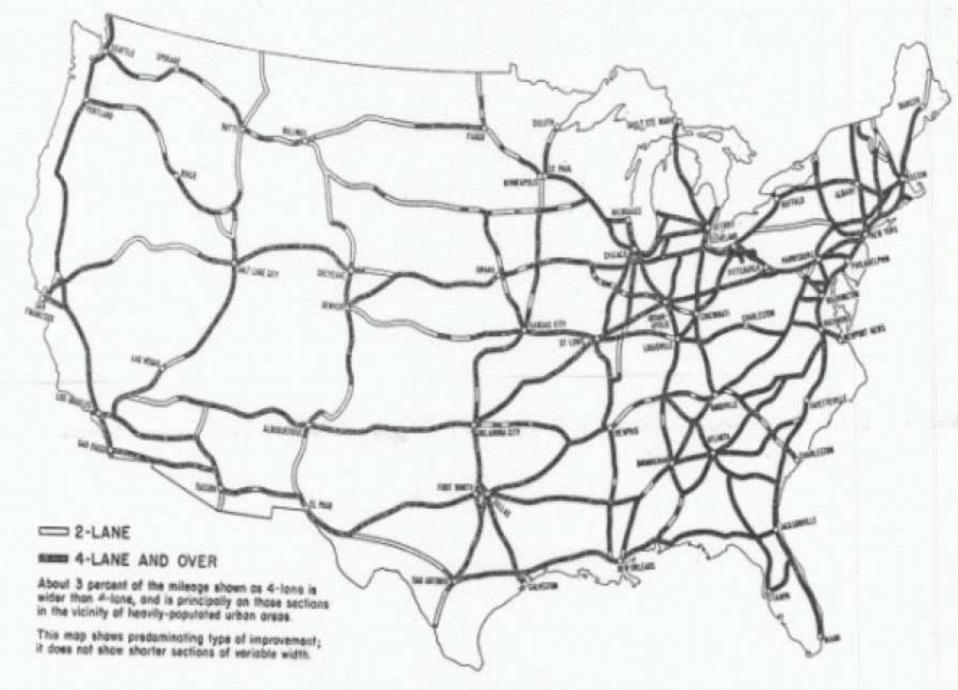
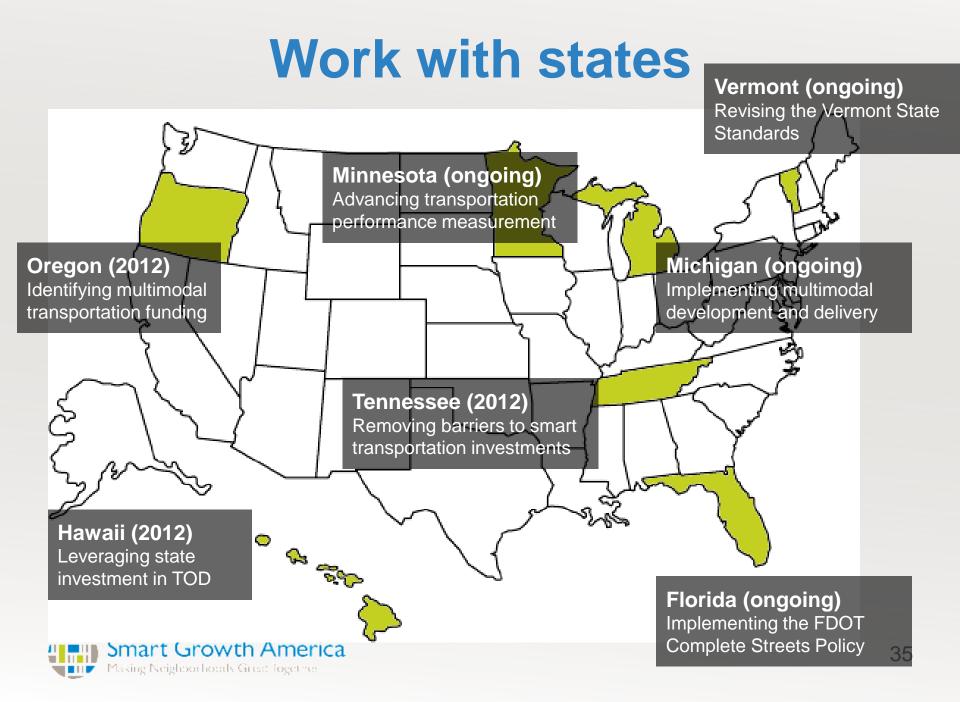


Figure 2.—Estimated status of improvement of the National System of Interstate Highways as to lane width, in 1965.







Work with VTrans

Purpose: Update the Vermont State Standards (VSS) with input from a broad group of stakeholders in order to:

- Keep pace with the national state of the practice in transportation engineering
- Ensure that Vermont transportation facilities are designed to meet current state and community needs and accommodate a variety of users of the transportation network

Background

2013: VTrans and SGA partnered to identify strategies for strengthening the state economy through better alignment between transportation investments and the state's smart growth law.

Six recommendations:

- 1. Expand VTrans corridor management planning program.
- 2. Revise guidance and procedures for identifying, defining and prioritizing transportation projects to incorporate and measure consistency with state land use, economic development, environmental, energy, and community development goals.
- 3. Consolidate and update VTrans design standards to support multimodal objectives.
- 4. Improve VTrans review and participation under Act 250 and the state highway access permitting process (Section 1111) to encourage development in state designated community centers and improve consistency with regional and local plans and state land use planning law.
- 5. Identify new policies and programs to support private sector development in state designated community centers and consistent with regional and local plans.
- 6. Document the smart growth benefits and costs of VTrans policies, programs, and investments.



Approach: Multimodal Development and Delivery (M2D2)

M2D2:

- Technical assistance approach developed through a partnership between SGA and the Michigan DOT
- Designed to improve transportation agencies' capacity to plan, design, construct, operate and maintain transportation systems for all modes of travel
- SGA provides series of workshops led by national experts to a project stakeholder group
- Workshops inform a process for updating agency practices
- Other M2D2 projects underway in Michigan + Florida

Process

- **Summer 2014:** Engaged **project stakeholder group** of more than 50 VTrans staff and external partners and customers
- Sept. 2014: Conducted initial analysis of gaps and barriers within the current Vermont State Standards through stakeholder discussion
- Fall 2014: Provided a series of workshops led by national experts on meeting the needs of different modes of transportation
- Jan. March 2015: Developed Work Plan with recommendations for revising the VSS and other related documents, communicating about the revisions, and providing training
- March 31, 2015: Presented Work Plan to the Vermont State Legislature





Revising the

TRANSFORMATIONAL INVESTMENTS



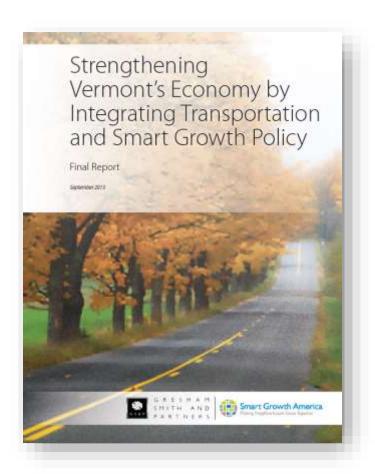


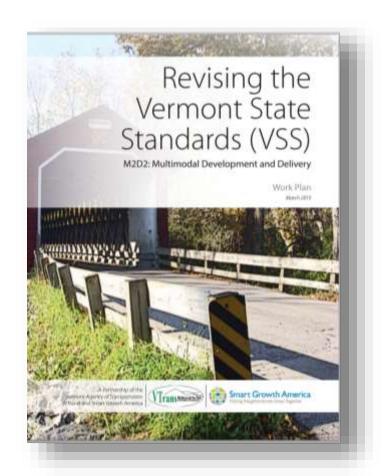
















Conceptual Vision Plan for Our Community

Park Street Promenade

Union Monument

Mobil Station

Potential Public Porking

Plaza

Morbla

Town Office

Building



Building 7% or referrable, own must admissible result than with a design passe of these and spelligent communities to that are easily, must implying a common for all full-server delivers. Building shortwards in smaller in that I still growther the reserved to the suitable of many Remont bank. I still growther the reserved to the suitable of many Remont bank, Demanta process for the operation and receives of our conduct process of the proprietables for justific, most goods and services, and the send a conduction of an attack and distinct promoting the proprietable of the proprieta

On August 28, 20, 1, Treptod Sterm frame brought over one foot of pain to Standari, VT exchang flooting and overflow of the Seahoban River that most frame; Solvenboar — When the pain and entire waters were been one manifest water fire transfer or, one first in the indicate of the street. Multiple output nuanesses, were flooded and the question of the integrity of several buildings was an issue.

Brandon has a decreased and highly skilled valueses corps that has cracked the city to jump-start the recovery process. One of the key historic ballitings arouse took is on the rate has been sweet. An overflow system will be put in place during the section 6-nighway work that should allevaste future flooding.

The Vermont Downtown Action Team (MDAT) was selected by the State of Vermont. Department of Housing and Community Development, Vermont Cowntown Program in May 2013 to conduct a community planning and economic development charrette Winnington, The V-SAT was comprised of experts in architecture, planning, innercope mehtacture, historic preservation, economic development, organizational structure, lanescape architecture, engineering and community branding

The V-DAT planning character operates on three key tenants: utilizing an assot based approach, addressing the community in a holistic manner, and conducting the exercise in a public forum.

The market study findings for Standarishow that there is room for additional retail and restaused growth in the market. This information couples with the excellent collection of buildings with strong vicinited and cheracter point to a great apportunity for infill development.

The architectural clock of Brundon is variantiable. It is also a community where many of the key tractional uses remain in downtown alongs the more specialty allogs. Upper from renovation for future uses, months send of exicting buildings, and topole estimation opportunities will defend to expend when the product of existing appearance whole enterpraging economic health.



Tailing Branchols into a The community has cultivated a vertil-known destriptus a place of inhospheric and displaying This story should cardinos in innovative ways. The following brant structures precision magnification and in the precision of the properties magnification of the properties.

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Oursile a place where the Vermont that everyone yearns for still exists. A place where our neighbors are our friends, and we fred kindors like. neighbors. A place where the lunch hour can go in line for a paper cop. A place where our shapkeepers greet us with a smile, understand the value of true service, and the connection of Using krosen by name, Come discover our town at your page.

Uncover the beauty of life Unspoiled

Curs is a stage called Brandon, A diage where you won't find flashing lights or strip maile. A place where 200 years of prohibectures frame a river that executes through the heart of our downtown A place where the magesty of our woods and fields, saiks and traits is crowned by historic

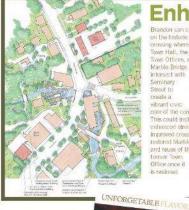
church soires. A piace where historic house

Bridge

Uncover memories that are Unforgettable Durk our place we call discribion. A place where memories are made around every turn. It's the heaving about of ice premi. It's marching to the best of your own sham. It's the fine art of the custom. It's family "Gra time. Its finding exactly what you need. It's finding what you never knew existed. It's being surrounded by finencis.

We are Brandon, Vermont, Uninersied, Unspelled, Unforgottable.





Enhance the Heart on the historic crossing where the Town Hall, the forme Town Offices, and Marble Bridge intersect with core of the community This could include enhanced streetscape Improved crosswalks restored Marble Bridg and reuse of the Office once it







BRANDON







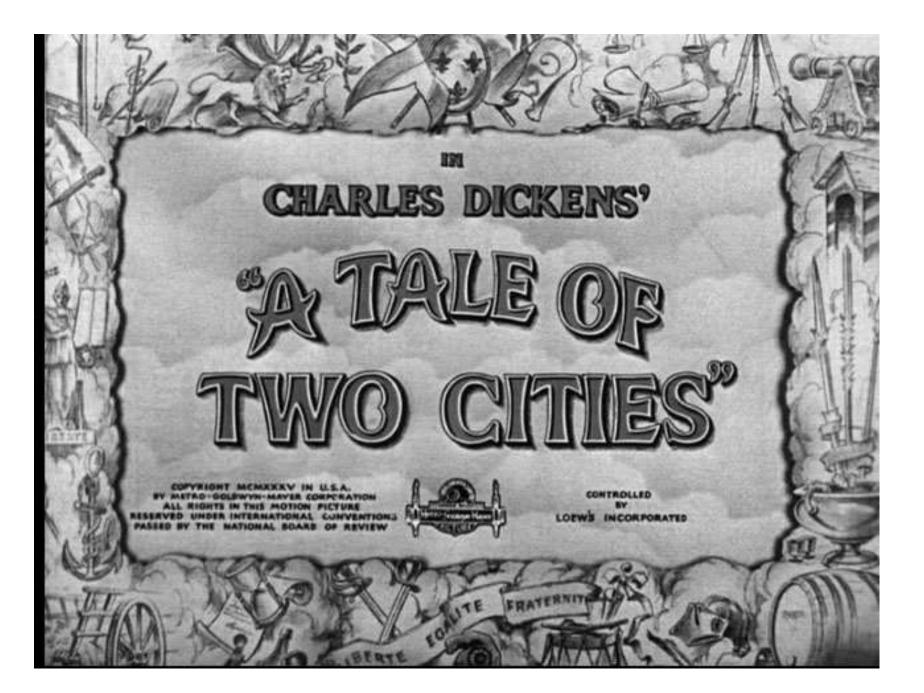












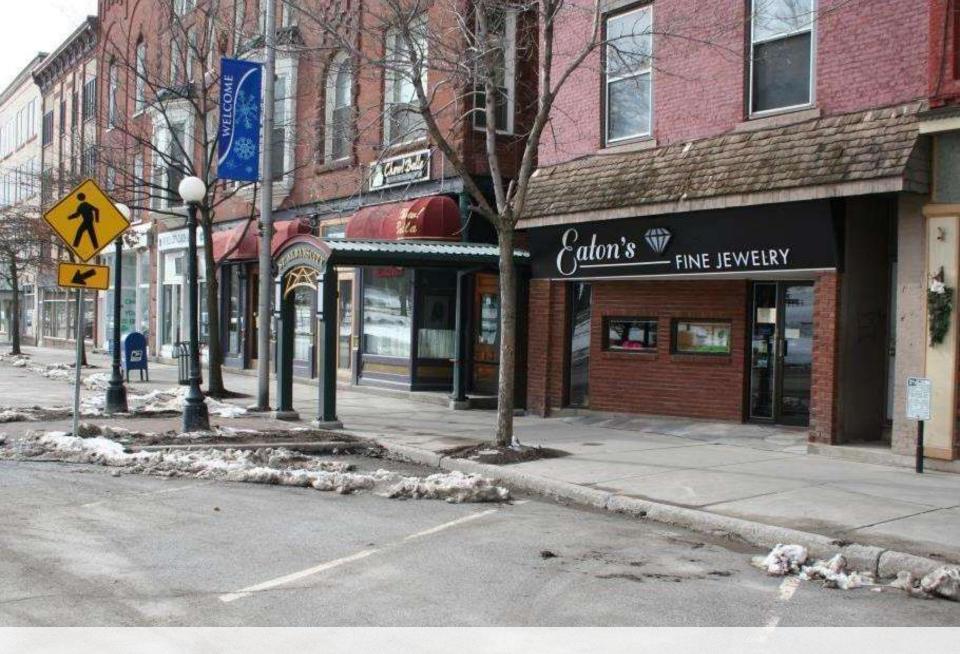


IMPLEMENTATION

Funded from a variety of local, state and federal sources

- \$2.1M (U.S. DOT VTrans)
- \$351,643 Downtown Transportation Fund (ACCD)
- \$125,000 (U.S. HUD ACCD)
- \$6,625 Electric Vehicle Charging Station (ACCD)
- \$70,000 USFS (VT Forest, Parks and Recreation ANR)
- \$600,000 TIF and other local bonds (CITY)





BEFORE





RESULTS, 2011-2014

- Private Investment \$33,783,030
- Public Investment \$12,848,171
- Net Change in Businesses 37 added
- Net Change in Storefront Vacancy Rate 70% decrease in storefront vacancy rate since the completion of the streetscape project
- Net Change in Jobs 288 added





BEFORE — ST. ALBANS HOUSE



AFTER — ST. ALBANS HOUSE









PROPOSED LAKE STREET HOTEL

















BARRE, VT

IMPLEMENTATION

Funded from a variety of local, state and federal sources.

- \$15 million (U.S. DOT VTrans)
- \$1,330,000 (U.S. HUD ACCD)
- \$55,334 State Municipal Planning Grants (ACCD)
- \$793,895 Downtown and Village Center Tax Credit (ACCD)
- \$270,000 State Downtown Transportation Fund Grants (ACCD)











BEFORE







BEFORE



RESULTS, 2011-2014

- Private Investment \$45,122,000
- Public Investment \$19,936,230
- Net Change in Businesses 24 added
- Net Change in Storefront Vacancy Rate 8% decrease in storefront vacancy rate since the completion of the streetscape project
- Commercial square foot rates \$12-17
- Net Change in Jobs 263 added





BEFORE





ENTERPRISE ALLEY



IMPLEMENTATION

- \$30,000 Planning Grant for Engineering (ACCD)
- \$1.3 M (U.S. HUD ACCD)
- \$30,000 Electric Vehicle Charging Station (ACCD)
- \$600K Brownfields (U.S. EPA ANR)
- \$628K Insurance proceeds (ANR)
- \$246,000 Semperbon Annuity (City)
- . \$\$225,000 TIF bonds (City)
- \$10,000 Engineering (Dubois & King)













2/13/2014

FUNDING OPPORTUNITIES

FUNDING DIRECTORY

Downtowns and Village Centers

Municipal Planning Grant Program*
State glams for a wide range of non-factors planning projects including municipal land use years, Josing and subdivision systems, designated developms, whage and respictorized planning.

23.500, \$20.000.

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Englosity: Maryonia the vide advised plans unrily read by their regional planning commission.

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Website http://scoal.verront.gov/strong.communities/upperturbles/funding/overvees/minicipal_planning_grants

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SEASO MARKORIE Proservation Grants.*

State 50-50 to reactioning grants for the report and restoration of historic buildings laded or eligible for historic in the historic legislate of historic Prompts in Services.

Beginn 51, 1919, 2019, 2019. Website 19th//yes/verront gov/weighter/abporations/

Hunde: \$1,000 - \$20,000

Eligibility Municipalities and non-profit organizations

Desiring Armsolv in Ontoles Cartast Cartin Cubins (802) 828-3047 cartin stricts desirably U.i.e. Continue: Section Sentence, United agree-down continues recovered by Use
Website 1989 / Jacob Herrario Secusional, communical, preservation / # integral description.

Constituted Local Services of Programs

Federal States mediation for removing administration and planning Systemal Register communitors, soversees previous statements, such as the services of the services o

Supporter Marroque (from the) and arroffed an Compliant Little Governments

Describes Accorded in Income? Curriant Destri Comen. (802) 828-3043 deem concurringstons vilua. Website 100s //word varmint and/brong_communities/preservation/parm=2/080

departs and learn for correctation of brownhald sides. The funds are made available to version by the CPA and engine applicants can be private coveropers, non-profits and municipation.

Englishing Municipalities, non-profit organizations, and private developers Humde: Grants are capped at \$200,000

Contract: Krentein Gourgeon, 18021, 790-4899 kventein bourgeoid/letele vitue. We hade 19th //escat verriers gov/sustness/reforse_esta-ture/supple/facusteride

Mainthering a table ignores to improve community facilities, used to provide outland authorize to the author to enhance or expand the totaleny of be existing funding to provide output of programming

Ebglishite Municipalities and non-profit organizations. Planes: \$3,000 - \$30,000

Comback Michaelin Solley (602) 826-2294 misning@emmontertecourses ang Website 19th / New Wrondstandard of Participal services of gardeness and continue to drum.

* Grant program reclares priority consideration due to designation.



FUNDING DIRECTORY

Downtowns and Village Centers

Make investment too drawing waterest was received.

That investment too drawit for quantitative investigation, tageds node and technology upgrades for properties. constructed before 1983 located within a Designated Constitute or Vitage Center

Englished, Properties within Designated Desertains or Village Contact

CENTER CONTROL (1973) 629-3047 carden committente V.US

Website 1702/78000 sermont gov/stone_communities/reportunites/sepo

Figure 2 recommendation could be 200s of the remaindation could preceding above restricted and accreticate or cover recovery measurement and countries and applying the recovery make the following state of relative Plants of the National Register of relative Plants

Explaints Outcomes of income producing fruitor or buildings.

Describe Storing applications described the approxime before construction.

Contact Contine Content, (SCO) 829-5047 as the control Between A Lie.

Appropriate and the developer of the manifed project they portly apply for a reallocation of sales taxes on construction. Museupasties, and the developer of the trainfed project risk party apply for a realisation of sales cases on construction materials. Qualified projects must be located within a Dongrafied Downtown and implicated baset must be used by the materials. Quarties propose must be located versus a perigrated powerpier and instruction trust to support the qualified project. Projects are awarded on a compensus basis.

Range Based on tales tax generated in axions of \$100,000 to \$150 depending units a see of municipality Manager, traced on status, tax generatives of discuss of \$300,000 to \$230 decisioning on the sale of manager.

Therefore, hinterappingston between municipality and developed located within Designated Downtown.

Deadline: Annually in July
Cartiset, Carlin Calure, (803) 839-3047 cartin body to Betate VLVA
Website: Tap // social version gov/social, construction / opportunities / hundred/splentacressionation.

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Explaint Municipalities with a Designated Dourstown

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Grant program reciseves priority consideration due to designation.





CASE STUDIES

Public Improvements Leverage Private Investment

Transforming St. Albans

Overview

The City of St. Albans is fournishing, wetcoming nearly S0 new businesses and 300 workers - including 140 state employees - to its historic downtown and commercial center over the past five years. This robust revisibilitation is no accidente businesses, property owners and municipal officials have worked together with the state to take advantage of as incentives, grants and stanning assistance through the State Designation Programs, administered by the Department of Housing and Community Development, and support for transportation planning and implementation with grants administered through the Vermont Agency of Transportation. As the City continues to move forward, the example of file in recent accommissionment of others in continual that communities statewards can follow.

The Challenge

The success in \$1. Albans took time and clidn't come without challenges. As with revitalization in any community, finding money to support withstituture improvements and occasions development was, for many years, an obstacle. Another trailings was determining what projects to tackle, where to sivest and those best to lewrage similar distancial resources. "Without a plan that sourced on good supported by the commands we could never have gotten the support to tackle the big projects" slaps Child Sawyer, St. Albans Director of Planning and Development.

The Solution

A critical first, step was a community-visioning process to support their downtown which received State Designation in 2004. This step was funded in part by two State Municipal Planning Grants MPCqi — the initial \$10,500 grant was followed by a second of \$15,000 to create a Downtown Master Plan in 2009. With State Designation are a bloopinin forward, the door opened to a number of funding sources that helped kneerings begoing dotains and source grants measurem. Approval for a state Tax foreceivent Financing (TRF) Destroit in 2012 providing yet anders course of funds. "Downtown Designation and support from the State, both sechnical and francial, were key to getting several of these projects out of the planning pages and into reality," serys Sawyer.

The Result

With a vision that city residents and city leadership could get behind, successful private/pathic partnerships and strategic use of public funds and trapper collabor, the list of recent public infrastructure and community development, projects in St. Albane is infraressive. These include:

- An ambitious three-year streetscape incorrement project funded with the help of more than \$250,000 in state Downtown Transportation Funds and a number of grants funded through and administrated by Nermonic Against of Transportation. These includes her feelers ITRGE grants thre for design and thre for construction, Transportation Enhancement Projection Hurst. Transportation Community and System Preservation and fordered earnest funds and fordered earnest funds and fordered earnest funds to the second project included new traffic signals, side walks, spiriting, londscaping, diministrations, solid water bestiment, pages, and side-year, and side-year.
- State tax credit projects, totaling \$619,955 which aparked over \$4.2 million in private investment, including, the former Falaman's Department Store, the former Napol's Vanety Salabiling, and the historio St. Albans House a former hotel that had been empty for over 15 years before its recent inhabitisation.
- \$14 Million in TIF bonds to finance construction of a new parking garage, redevelopment of a brownfield site for a new downtown hardware store and construction of a new State Office duristing.

The decade long effort to revitation St. Albems was recently capped by the announcement of a new 85-norm downtown hotel to be completed in 2016. Also currently under construction and planned for the neer future are additional whrestocape enhancements along Main and Lake Streets to be funded with \$300,000 of firmaportation Atternative Program funds and \$300,000 of firmaportation Community and System Preservation Program funds. All this proves St. Albans in not resting on their past success, but continuing to create as wheat community with a large economic basic.



ST. ALBANS

Public Improvements Leverage Private Investment

Renaissance in Barre

Overview

Things are looking up in the Grante City. Since 2011, almost \$20M in public investment in the downtown apprind \$45M in private investment that has brought 26 new businesses, reduced vectorize contact years, increased optimiserate interests \$8.5 to defense a square foor and attracted over 350 jobs. This investment associates major streetscape and public infrastructure improvements, construction of City Place, a new State office building with commercial treats appears on the ground face, and rehabilitation of several prominent downtown blocks with the heigh of federal and state tax creates. Support from multiple state agencies locating the State Designation Programs administered by the Department of Housing and Community Development, and the Agency of Transportation have been an important source of funded. Business to terroscape other scaled and entant time context the separate programs administered by the

The Challenge

After multiple years of economic decline in downtown Borre, the City was struggling with empty store fronts, low commercial entrs and declining properly values. Turning things around took true and dain't come thour challenges. The City had sport a decade investing heavily in the creative/fourist economy without results. According to Mike Mitter, Ecry's former Director of Plasming, "We needed to better understand our strengths and weeknesses. Barre is never going to be Stowe, but, what Barre has is plenty of water and sever capacity, industrial activity, highway access, and a great stock of historic businesses after the sport of the sport of With these through in mint, a group of municipal officials and stakeholders storiffed three major goals to help jump-start revitalization, bring 500 new workers to Barre over hey years by improving the city's image with investments in public infrastructure and marketive control to entropreneurs and new start up businesses and services to meet the needs of local readents; and modernize Barre's existing industrial assets to attract.

The Solution

A Designated Downtown since 2000. Barre took advantage of a number of grant and tax incertive programs that give princip to project or communities within the State Designation Program. Work begins with upon the program which is minimized to the City's municipal stan and coming belows and the creation of Downtown Conceptual Plan - all supported by the State's Municipal Plan in the State of State's in the standard community of the State's Downtown Conceptual Plan in make the inheritoration improvements that support economic development. A combination of \$140,000 in Downtown Transportation Grants and core \$150 in foreign the State's Designation Program and Upon the State's Designation Program indicates and so office building in the heart of downtown. Technical support through the State's Designation Program helped we steen programs great support from the Agency of Commerce, should state to Besignation Program and Plan in the State's Designation Program and Plan in the State's Designation Program indicates and non-received and administration of the Plan in the State's Designation Program in the Agency of Commerce, including initiatives the the Vermont Downtown Action. Team that helped us develop a downtown master plan and restrict the community in the water of the 2011 Roods. This year, the City is working to make a number of changes to posted our infriestructure investments, economy and beaussess from future Boods with the help of the Vermont Economic Resistance institutions in institution.

The Result

In just the past five years, the resume of accomplishments in Bavre is impressive, including

- Completion of the "Sig Dig" which included the replacement of 100-year did water and sever lines, plus eidewalk
 and lighting improvements and new paiving, parking and signage. This effort was supported by a combination of
 federal, subset and local funds.
- Construction of "City Place" a new 90,000 square foot building in the heart of downtown with state office space se well as ground floor commercial space for a new restaurant and commercial tenants.
- Secure state and foderot tax credits to rehabilitate a dozen historic buildings on Barre's Main Street, including
 the 1904 Blanchurd Block, which now houses 48,000 of mosed retail and office spaces, and the Albinta Block, in
 danger of demolition following a fire in 2010, now home of the delibrated Cornerstone Resistants.

Barre asn't content to rest after these successes and has set as sights on the 2015 makeover of "Enterprise Alley." The project will use a variety of public and private funding sources to remodate a brownfield site armsform a poorly configured parking with inadequate drainage into a pedestron friendly public space with new parking, storm water controls, sidewales and landscoping, AOA accessible entrances to Merchants flow stops a public plaza at the city's historic than dept and a long-planned bity path lang the Stephens Branch of the Wincosal Rine.



BARRE



THANK YOU!



QUESTIONS?

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